Exhibit
Fairmont Butte Motorsports Park Project, Project 02-176
Mitigation Monitoring Plan

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
GEOTECHNICAL AND SOIL RESOURCES				
The proposed site occurs in an area of high seismic potential. Without mitigation, seismic events could result in structural damage.	**5.1-1** Proposed structures shall be designed in conformance with the requirements of the 1997 edition of the UBC and the County of Los Angeles Building Code for Seismic Zone 4.	The applicant shall submit plans designed in conformance with UBC and County of Los Angeles Building Code requirements.	Building and Safety	During plan check.
Without mitigation, project implementation may permanently increase the potential for wind and water erosion of the site.	**5.1-2** Precautions shall be taken during the performance of site clearing, excavations, and grading to protect the project from flooding, ponding, or inundation by poor or improper surface drainage.	The applicant shall submit an Erosion Control Plan to protect the project from improper surface drainage.	Department of Public Works, Building and Safety	Prior to the issuance of grading permit.

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	5.1-3 Temporary provisions shall be made during the rainy season to adequately direct surface drainage away from and off the project site. **5.1-4** Where necessary during periods of rainfall, the applicant or contractor shall install checkdams, desilting basins, rip-rap, sand bags or other devices or methods necessary to control erosion and provide safe conditions, in accordance with site conditions and regulatory agency requirements. **5.1-5** Following periods of rainfall and at the request of the geotechnical consultant, the applicant shall make excavations in order to evaluate the extent of rain-related subgrade damage. **5.1-6** Positive drainage shall be established to carry pad waters away from structures and foundations, and to prevent uncontrolled or sheet flow over manufactured slopes. Provide as steep a gradient as possible to be established around the residence, draining to the street or other non-erosive drainage devices. Fine-grade fills placed to create pad drainage should be compacted in order to retard infiltration of surface water. **5.1-7** For earth areas adjacent to the structures, a minimum drainage gradient of 2 percent is required.	Field inspections	Building and Safety	On going during construction.
	5.1-8 Drainage patterns approved at the time of fine grading shall be maintained throughout the life of the proposed structures.	The applicant shall record a covenant prior to issuance of a certificate of occupancy.	Public Works and Building and Safety	Prior to issuance of a certificate of occupancy.
	5.1-9 Landscaping shall be kept to a minimum and where used, limited to plants and vegetation requiring little watering as recommended by a registered landscape architect.	The applicant shall submit a landscape plan.	Department of Regional Planning	During plan check
	5.1-10 Roof drains shall be directed away from developed portions of the project site.	Field inspections	Building and Safety	During plan check

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Due to the absence of shallow groundwater and the density of the Old Alluvium, Geolabs-Westlake Village considers the potential for liquefaction in areas underlain by Old Alluvium to be low. However, in its current form, the upper 5 to 7 feet of natural earth material is considered unsuitable for development.	**5.1-11** The upper 5 to 7 feet of the natural earth materials in the project area are considered unsuitable and shall be removed to competent material prior to the placement of engineered fill. The dumped fill (Afd) in the area of the proposed grading should also be removed to competent natural material and then be replaced with engineered fill to the proposed grade. The removal area should be extended on a 1:1 projection from proposed final grade so that the final engineered fill surface or structure is properly supported. Removals should extend at least 5 feet beyond any proposed structures. In some cases, the planned cuts will remove the unsuitable soils; however, in many areas the planned cuts are less than the depths of the unsuitable soils and additional removal and recompaction will be necessary. Actual removal depths shall be determined by the field engineer or geologist during the grading operations. **5.1-12** After the recommended removals, the exposed surfaces shall be scarified at least 12 inches moisture conditioned, and recompacted to at least 90 percent relative compaction. **5.1-13** All fill material shall be moistened or air-dried to near optimum moisture content and compacted to at least 90 percent relative compaction. **5.1-14** In order to provide uniform foundational support for future structures, Geolabs–Westlake Village recommends the creation of fill caps on the cut portions of transition pads. **Appendix 5.1** presents typical fill cap details and these recommendations shall be employed in all foundation designs. **5.1-15** All fill caps shall be at least 5 feet thick and extend at least 5 feet beyond the proposed structure.	Field inspections	Building and Safety	During plan check and during construction.

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	5.1-16 Interceptor drains and brow ditches shall be excavated into either engineered fill or competent Old Alluvium (Qoal) or bedrock. Special attention shall be given to achieving this requirement at the tops of cut slopes which expose topsoil or colluvial materials. Commonly, embedment into competent material may be most easily accomplished by stripping or laying back the surficial soils at the top of the slope. Treatment of surficial soils at the tops of cut slopes is illustrated in **Appendix 5.1**. **5.1-17** The following recommendations pertain to the placement of, and preparation for, engineered fills and shall be implemented in grading plans for this proposed project. 1. The on-site soils (including the dump fill) are suitable for use as structural fill. Any import materials that are to be used as structural fill shall be approved by the County and geotechnical consultant prior to placement. 2. All vegetation, trash debris, stockpiles of fill, or other deleterious material shall be stripped from the area to be graded. Soils bearing sparse grasses may be thoroughly mixed with at least 10 parts clean soil and incorporated into the engineered fill. Other materials should be wasted from the site. 3. All alluvium (Qalr and Qal) and artificial fill (Afd) in proposed fill areas shall be removed to competent native material and replaced as properly compacted fill. Based upon the information obtained during our field investigation, Geolabs-Westlake Village anticipates the removals in the alluvial areas to extend on the order of 5 to 7 feet below existing grade. The dump fill, on the other hand, may extend 20–25 feet below the existing surface.			

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	4. Fill slopes which toe onto sloping ground should be founded in competent material, below the compressible surface soils. The key should be at least 20 feet wide and 3 feet deep (measured on the downslope side). The bottom of the key should be graded so that there is at least 1 foot of fall across its width (toward the upslope side). The key should be located in front of the toe of slope (as shown on the plan) so that the outside limit of the key lies at or beyond a 1:1 projection from the planned toe of the slope. Typical fill key construction is illustrated in **Appendix 5.1**. 5. Fill-over-cut slopes shall have the fill founded on a 20-foot-wide bench cut into the bedrock. The 20-foot bench should be graded to provide at least 1 foot of fall toward its upslope side. If keyed below the toe of slope, then the key should be at least 20 feet wide, 3 feet deep (below the toe), and tilted (at least 1 foot) into the slope. The cut portion of the slope shall be exposed and observed by a registered Civil Engineer prior to constructing the fill portion of the slope. The need for backdrains will be determined during the grading operation. Typical fill-over-cut slope construction is illustrated in **Appendix 5.1**. 6. Exposed surfaces shall be scarified, moistened or air dried as appropriate to near 2 percent over optimum moisture, and compacted to 90 percent (or to near optimum moisture and 90 percent) of the material's maximum dry density prior to placement of fill. 7. Where the ground slopes steeper than 5:1 (H:V), the fill shall be properly benched into bedrock according to generally accepted engineering methodologies. Typical benching is illustrated in **Appendix 5.1**.			

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	8. Fill slopes constructed of cohesionless material (such as clean sand and/or gravel) are commonly subject to excessive erosion or shallow slope failures. Similarly, fill slopes constructed with clayey soils may be subject to desiccation, cracking, creep, or other surficial deterioration. Utilizing mixed soils (sand with some proportion of fines, i.e., clayey sand) in the outer 20 feet of the fill slope may serve to minimize the potential for surficial slope deterioration. 9. Fill materials in excess of 20 feet from finish grade should be placed in thin lifts, watered to at least near 2 percent over the material's optimum moisture content, and compacted to at least 92 percent relative compaction prior to placing the next lift. Fills within 20 feet of finish grade shall be moistened to near optimum moisture content and compacted to 90 percent relative compaction. 10. The 90 percent relative compaction standard applies to the face of fill slopes. This may be achieved by overfilling the constructed slope and trimming to a compacted finished surface, rolling the slope face with a sheepsfoot or any method that achieves the desired product. **5.1-18** Where appropriate, foundations shall be designed according to the California Slab (Spanability) Method. This method reduces the potential for the soil to exert expansion-induced stresses by impeding the lateral migration of near-surface moisture. This method has proven successful. When utilizing deepened footings and pre-saturation techniques, the structural design need not employ the methodology from UBC Standard 18-III.			

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<tr><td></td><td>Geotechnical based input parameters for design of this foundation system are based, in part, upon the expansive properties of the soils near pad grade. Samples judged representative of these soils were determined to have an expansion index in the range of 0 to 20, 21 to 50, 51 to 90, and 91 to 130. “K” values, span criteria, recommended minimum perimeter footing embedment and pre-saturation guidelines that are commensurate with each range of soil expansiveness are provided in the accompanying table.

5.1-19 Where appropriate, foundations shall be designed using the Post-Tensioning Institute Method. The potential for differential uplift in this method can be evaluated using the UBC Section 1816, based on the design specifications of the Post-Tensioning Institute. The following table presents suggested minimum coefficients to be used.

Suggested Coefficients
<table><tr><td>Thornthwaite Moisture Index</td><td>-20 in/yr</td></tr><tr><td>Depth to Constant Soil Suction</td><td>5 feet</td></tr><tr><td>Constant Soil Suction</td><td>3.25 to 3.67 pf</td></tr></table></td><td></td><td></td><td></td></tr>
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Based on the above parameters, the following values were obtained from figures or tables in the UBC Section 1816. The values may not be appropriate to account for possible differential settlement of slabs due to other factors. If a stiffer slab is desired, higher values of Y_m and E_m can be considered.
<table>
<tr><th>Parameter</th><th>EI 0 to 50</th><th>EI 51 to 90</th><th>EI 91 to 130</th></tr>
<tr><td>E_m Center Moisture Variation Distance</td><td>5.5 feet</td><td>5.5 feet</td><td>5.5 feet</td></tr>
<tr><td>E_m Edge Moisture Variation Distance</td><td>2.5 feet</td><td>2.7 feet</td><td>2.7 feet</td></tr>
<tr><td>Y_m Center Lift</td><td>1.5 inches</td><td>2.5 inches</td><td>3.0 inches</td></tr>
<tr><td>Y_m Edge Lift</td><td>0.25 inch</td><td>0.5 inch</td><td>0.75 inch</td></tr>
</table>
These edge lift values are based on the effects of climatic variations only, as specified in the UBC. In an attempt to account for the potential effects of irrigation, Geolabs-Westlake Village recommends that horizontal moisture barriers in the form of deepened perimeter beams be used to retard non-uniform surface moisture migration beneath the slab. The bottom of the deepened perimeter beams shall be designed to resist tension, using cable or reinforcement per the Structural Engineer. Pre-swelling of the soils must also be used to minimize uplift after construction. For perimeter beam depths and pre-saturation criteria, see the previous table in the California (Spanability) Method section of this report.
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	If during construction the design criteria are considered minimums and may not be adequate to represent worst-case conditions such as adverse drainage and/or improper landscaping and maintenance, then additional protection shall be provided by adjusting the edge lift parameters for a greater Thornthwaite Moisture Index value (to simulate irrigation or wetter conditions than the presumptive climatic conditions). **5.1-20** The allowable bearing capacity may be taken as 1,000 pounds per square foot (PSF) at pad grade and 1,500 PSF at 12 inches embedment and with a minimum width of 12 inches. This may be increased by one-third for short duration loading, such as by wind or seismic forces. Care shall be exercised to see that all soils from the slab subgrade are removed or properly compacted. Pre-saturation of the foundation soils shall be initiated well before concrete is scheduled to be placed. Care should be taken to see that the water has properly penetrated the soil. Last-minute flooding is not a good practice. Excess water remaining in the target pre-saturation zone at the time of concrete placement will penetrate further into the soil, possibly causing additional expansion and uplift of the curing concrete. A minimum of 1 inch of sand should be placed beneath the slab. A vapor barrier (i.e., six mil visqueen) should be installed where moisture penetration of the slab is undesirable. Other aspects of the design, including, but not limited to, minimum reinforcement, footing embedment and the need for interior footings, are to be determined by the project structural engineer. However, cold joints (in deepened footings and/or sunken rooms) should not be allowed.			

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	5.1-21 Continuous or pad footings may also be used to support the proposed residential and/or accessory structures. In order to achieve the capacities specified below, they shall be founded a minimum of 12 inches into bedrock or engineered fill (not partially into each), with the concrete placed against in-place, undisturbed material. Foundation design criteria are based, in part, upon the expansive properties of the materials present near the finished pad grade. Preliminary expansion tests indicated that most of the soils had Expansion Indices in the 0 to 20 range; it is possible that soils with higher indices may be encountered. Laboratory testing to verify the expansive properties of the near-pad-grade materials shall be performed at the completion of rough grading. **5.1-22** The following criteria are based on soils with an R-value of 25 and Traffic Indices from 4 to 6, and shall be considered in the design of paved surfaces associated with the race track. T.I. = 4 3.5 inch AC over 4 inch Crushed Aggregate Base (CAB) T.I. = 5 3.5 inch AC over 5.5 inch CAB T.I. = 6 3.5 inch AC over 8.5 inch CAB **5.1-23** Any additional recommendations pertinent to soil erosion in accordance with the recommendations of the Geolabs–Westlake Village Geotechnical Report or recommendations by the County of Los Angles Department of Public Works shall be implemented.			

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HYDROLOGY AND DRAINAGE				
During construction, pollutants from the site could increase substantially as a result of soil disturbance and construction operations. As such, runoff during site construction may contain total suspended solids (sediments), pesticides, trace metals (associated with sediment), nutrients, and pathogens. Initial clearing and grading operations during construction would expose much of the surface soils and release these pollutants into the site runoff.	**5.2-1:** Upon completion of the final grading plans, the applicant shall be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), which would detail the Best Management Practices (BMP) that would be incorporated into grading and construction plans for the project. Examples of BMPs that may be required during site grading and construction as part of the SWPPP could include the following: • Covering excavated and graded areas where loose or bare soil might otherwise be subject to wind and water erosion; • Disallowing the placement of any soil materials in the path of known drainage areas; • Providing temporary de-silting basins to ensure that surface water flows do not carry significant amounts of on-site soils and contaminants downstream; • Requiring that any construction vehicle maintenance be conducted in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant and other hazardous materials are not deposited into areas where they may enter surface water and groundwater. • Restricting the use of chemicals that may be transferred to surface waters by storm water flows or leach to groundwater basins through water percolation into the soil. • Requiring that permanent slopes and embankments be vegetated as soon as possible following final grading.	The applicant shall prepare a SWPPP using BMPs.	Department of Public Works	Prior to issuance of grading permits.

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	Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements would reduce construction-related sedimentation and erosion impacts to water quality to levels that are not considered significant.			

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Runoff from developed areas contains almost every type of water pollutant, including suspended solids, bacteria, heavy metals, oxygen-demanding substances, nutrients and oil and grease. Project impacts to surface water quality would primarily be the result of deposition of pollutants to on-site drainage courses from motor vehicles (primarily oils, grease and other hydrocarbon components) associated with the racetrack and racetrack-related maintenance activities in the central paddock area and pertinent support facilities; the use of the above-ground fueling station; and maintenance and operation of landscape areas.	Mitigation features incorporated into project design: • As part of the Storm Water Management Plan (SWMP), all catch basins shall be lined with filter devices to help treat the runoff for surface pollutants. As much of the pollutants are washed off in the initial portions of each rainfall, the catch basin filtration devices are sized to treat the first 0.75 inch of rainfall. This value is approximately 10 percent of the 50-year storm rates. • Along the track itself, runoff containing pollutants will flow over the verge before having contact with soil. The verge shall consist of gravel of gradual sloped surface. • Percolation basins shall be provided for filtration for runoff. • As a final treatment measure, the runoff leaving the northeasterly portion of the site will flow on the surface via a bioswale device. This bioswale shall contain native grasses, have a low design slope, and provide filtration for the runoff. All of the SWMP measures will be sized and designed to meet Los Angeles County Department of Public Works design standards.	The applicant shall prepare a SWPPP using BMPs.	Department of Public Works	Prior to issuance of grading permits.

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Calculations indicate that post-development runoff in the south watershed is expected to increase from 8 cubic feet per second (cfs) to 16 cfs (an increase of 8 cfs), while runoff in the north watershed is expected to increase from 18 cfs to 41 cfs (an increase of 23 cfs) (HMK, 2005).	Runoff throughout paved areas in the north watershed would be captured by catch basins (used as water quality filters) and outlet to five retention basins that are situated in the northern portion of the north watershed. An outlet to this system of retention basins would be directed to the manufactured channel that occurs south of and parallel to State Highway 138 – Avenue D. Retention basins in the north watershed would also contain 10 drainage filters and be sized to allow percolation of any excess runoff generated by the project. Retention basins would comply with LACDPW requirements and percolate at a rate of 1 inch per day, and with Antelope Valley Interim Drainage Policy, which requires that runoff from developed conditions that exceed undeveloped conditions for a 25-year storm (23 cubic feet per second, cfs), must be retained on site. In accordance with this policy the north watershed would require 14.42 acres of retention (HMK, 2005). As part of the project's Standard Urban Stormwater Mitigation Plan (SUSMP), all catch basins would be lined with filter devices to treat runoff for surface pollutants. Along the track, runoff-containing pollutants would flow over the gravel verge before having contact with the soil. Runoff that percolates through the basins, gravel, or soil would be removed of any pollutants. As a final treatment measure, the runoff leaving the northeasterly portion of the site would flow along the surface via a bioswale device, featuring native grasses and low design slope, which would provide filtration for the runoff.	Implementation of Standard Urban Stormwater Mitigation Plan.	Department of Public Works	Prior to issuance of grading permits.

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	A portion of the runoff that flows in the south watershed will be designed to flow toward one retention basin for on-site percolation. In this area, Los Angeles County will allow a maximum percolation depth in this area of 18 inches. This is due to the fact that soils at this location have a higher percolation rate. The south watershed requires a 1.21-acre basin to account for the retention of the additional 8 cfs generated during a 25-year storm event. Runoff not directed to this basin will continue to exit the site via the general path of the Broad Canyon Channel. Gravel alongside the proposed track will aid in filtering the runoff from pollutants on the track. Compliance with applicable regulations and implementation of the identified project design features would reduce water quality impacts in both the north and south watersheds to less than significant levels.			

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NOISE				
An acoustical analysis was prepared for the project by Gordon Bricken & Associates in April 2008. Ambient noise conditions were measured at eight positions on and surrounding the project site. With the exception of position 1, monitoring positions were selected to define existing and future noise levels where residential structures occur proximal to the project site or where users of the Antelope Valley Poppy Reserve may visit. Position 1 was on the track site itself. The remaining positions are located approximately 0.5 mile away or greater from the project site near existing residential areas. A recently	**5.3-1** The project proponent shall monitor the noise levels of all vehicles utilizing the racetrack facilities. A noise monitoring station will be established to test vehicles wanting to utilize the racetrack facility. The noise monitoring will conduct such noise levels from a distance of 50 feet. Any vehicle measured to exceed the 100 dB(A) noise limit will be asked to either leave the project site or, alternatively, the vehicles owner may elect to attach a muffler to the vehicle in order to maintain a noise level below 100 dB(A).	Project operator to monitor noise level of all vehicles prior to racetrack use.	Departments of Regional Planning and Public Health, Environmental Hygiene	Throughout the life of project.

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established mobile home is located about 3,500 feet away from the proposed racetrack and may be exposed to noise levels in excess of the County Standards. The projected noise levels are compared to the County standard or applied standard in **Table 5.3-3**. As discussed, noise generated from the project site could expose inhabitants of nearby residential areas to levels in excess of standards established in the County Noise Ordinance.				

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	5.3-2 If the mobile home still exists and is occupied at the time the racetrack becomes operational, then the project proponent shall offer to install on the affected property, at the project proponent's own expense, a sound attenuation wall located and aligned in a direction and of sufficient length and height (up to 6 feet) to provide noise attenuation at the single family residential property boundary to achieve a noise reduction of at least 6 dB(A). **5.3-3** If the proposed permanent single-family residence is constructed and occupied at the time the racetrack becomes operational, then the project proponent shall offer to install on the affected property, at the project proponent's own expense, a sound attenuation wall, double pane windows, and doors meeting the standards described below to reduce interior noise impacts on the single family residence to below the County standards: • Double pane window installations shall have at least a 100 millimeters (mm) separation between panes and proper sealings; • Double pane window installations shall achieve a weighted sound reduction of at least 30 dB(A); • Residential door installations facing the racetrack shall be solid, well-fitting doors, with good quality gaskets and rebated sills; Residential door installations facing the racetrack shall achieve a sound insulation of at least 25 to 30 dB(A).	Construction of noise attenuation barriers at mobile home and single family home.	Department of Regional Planning	Once racetrack is operational if the residence is occupied.

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AIR QUALITY				
Under Antelope Valley Air Quality Management District (AVAQMD) Rule 403 (Fugitive Dust), the project would be required to implement Reasonably Available Control Measures to control fugitive dust emissions during construction. Mitigation has already been factored into the construction air emissions identified in **Table 5.4-9**. As shown in the construction emissions impact analysis above, implementation of Rule 403 measures would not be sufficient to fully mitigate fugitive dust impacts to a less than significant level.	**5.4-1** To reduce fugitive dust emissions during grading operations, develop and implement a dust control plan, as approved by the County, that includes the following measures or equivalently effective measures approved by the AVAQMD: a. Maintain a soil moisture content at a minimum of 12 percent or, for any earth-moving that is more than 100 feet from property lines, conduct watering as necessary to prevent visible emissions from exceeding 100 feet in length in any direction (applicable to earth-moving activities except cut and fill areas). b. Maintain a soil moisture content at a minimum of 12 percent and complete the compaction process as expeditiously as possible (applicable to fill areas). c. Conduct watering as necessary to prevent visible emissions from extending 100 feet beyond the active cut area (applicable to cut areas). d. Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas that cannot be stabilized must have an application of water at least twice per day to at least 70 percent of unstabilized area. e. Apply chemical stabilizers or apply water to at least 70 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind-driven fugitive dust or install temporary coverings. f. Water all unpaved roads used for any vehicular traffic at least three times per work day.	The applicant shall submit a dust control plan.	Department of Public Works	Prior to issuance of a grading permit and on going during construction.

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The following list summarizes the measures in Rule 403 that would be applicable to the construction of the proposed project.				

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Construction emissions would exceed the AVAQMD's thresholds of significance for oxides of nitrogen (NO_x) and PM_{10} during the first year of project construction. Use of newer construction equipment and appropriate diesel engine emission controls would reduce NO_x and PM_{10} emissions. Mitigation for fugitive dust emissions, such as watering disturbed areas a minimum of twice daily, would be incorporated into the project due AVAQMD Rule 403; however, enhanced watering and application of chemical soil stabilizers (dust suppressants) would further mitigate fugitive dust emissions.	**5.4-2** All construction equipment and vehicle engines shall be in good condition and in proper tune as per manufacturers' specifications and AVAQMD rules to minimize exhaust emissions. **5.4-3** Truck operators shall abide by the applicable state requirements for diesel-fueled commercial vehicle idling, as described in the Airborne Toxics Control Measure (ATCM, California Code of Regulations, Title 12, Section 2485), which limits vehicles with gross vehicular weight ratings of greater than 10,000 pounds to not more than 5 minutes of idling of the primary engine or a diesel-fueled auxiliary power system at any location, unless exempt as identified in the provisions of the ATCM.	Field inspection	County of Los Angeles Department of Public Health and Building and Safety	On going during construction.

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In addition, operational emissions of VOC, NO_x, and CO would exceed the AVAQMD thresholds of significance. However, no feasible mitigation can be implemented to fully reduce the motor vehicle emissions associated with the proposed project to below levels of significance.				

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	5.4-4 The project applicant shall provide a plan for approval by the Los Angeles County Department of Regional Planning and the AVAQMD demonstrating that the heavy-duty, off-road vehicles rated at greater than 50 horsepower to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_X reduction and 45 percent PM_{10} reduction compared to the most recent ARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products and/or other options as they become available.	The applicant shall submit a heavy equipment plan to the Los Angeles County Department of Regional Planning and the AVAQMD	Los Angeles County Department of Regional Planning and the AVAQMD	Prior to issuance of grading permits.
	5.4-5 The project representative shall submit to the Los Angeles County Department of Regional Planning and the AVAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the AVAQMD with the anticipated construction timeline including start date and name and phone number of the project manager and on-site foreman.			

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	5.4-6 Active grading sites shall be watered at least twice daily and chemical soil stabilizers shall be applied to inactive disturbed surfaces, according to manufacturers' specifications.	Field inspection	County of Los Angeles Department of Public Health and Building and Safety	On going during construction.
Global Climate Change The proposed project would be consistent with some of the 2006 Climate Action Team (CAT) Report strategies and would also include project design features that reduce greenhouse gas (GHG) emissions. Nevertheless, long-term operational emissions would constitute a new source of emissions. Therefore, although the project would be consistent with some of the CAT reduction strategies, the impact of the project to the cumulative effect of global climate change would be cumulatively considerable.	**5.4-7** The developer shall install photovoltaic solar panels on the project site to reduce the amount of electrical usage. Photovoltaic systems shall provide a minimum of 10 percent of the estimated electrical demand of the Fairmont Butte Motorsports Park	The applicant shall incorporate in final project design plans.	Building and Safety	Prior to issuance of building permit.

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	5.4-8 Food and beverage concession stands shall use recycled/biodegradable materials (e.g., plates, utensils, and cups). In addition, recycling bins for cans and bottles shall be placed alongside trash cans to encourage recycling.	Field inspection	Los Angeles County Department of Regional Planning	Operation

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BIOTA				
Project implementation has the potential to result in direct and significant impacts to silvery legless lizard, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte's thrasher, and American badger.	**5.5-1** Prior to construction, a survey of all areas proposed for grading/construction activities shall be conducted for silvery legless lizard and coast horned lizard. The survey shall be conducted by a qualified biologist in possession of a valid California Scientific Collecting Permit. The survey shall be appropriately timed to maximize detection and capture of individual lizards, and at a minimum, shall include a spring survey (following the conclusion of the rainy season, when capture of silvery legless lizard is most probable). Depending on the timing of the project, an additional preconstruction clearance survey shall be conducted such that no more than 14 days have elapsed between the conclusion of the survey and the commencement of construction activities. Survey methodologies shall include visual surveys, raking and the use of shade boards. Any silvery legless lizards or coast horned lizards observed within the grading/construction zone shall be relocated by the biologist to a suitable area outside of the construction zone. The results of the survey shall be reported to the County and the CDFG.	Qualified biologist to monitor construction activities and provide pre-construction survey and relocation.	Department of Regional Planning and CDFG	Prior to construction or ground disturbance.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	5.5-2 Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur.			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	The results of the surveys, and any avoidance measures taken, shall be submitted to the County of Los Angeles and the CDFG within 30 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds. **5.5-3** The applicant shall retain a qualified biologist to conduct winter burrowing owl surveys on the site prior to construction or site preparation activities occurring during the non-nesting season of burrowing owl (typically September through January). The survey shall be conducted no more than 21 days prior to commencement of construction activities. If burrowing owls are observed using burrows during the non-breeding season, or after young have fledged following the conclusion of the breeding season, owls would be excluded from all active burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices, utilizing one-way doors, would be installed in the entrance of all active burrows. The devices would be left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows would then be excavated by hand and refilled to prevent reoccupation. Exclusion would continue until the owls have been successfully excluded from the site, as determined by a qualified biologist. The results of the survey, and any avoidance measures taken, shall be submitted to the County of Los Angeles and the CDFG within 30 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds.			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	5.5-4 A preconstruction survey of all areas proposed for grading/construction activities shall be conducted for American badger. The survey shall be conducted by a qualified biologist (in possession of a valid California Scientific Collecting Permit) within 21 days prior to the commencement of construction activities. The surveys shall include a visual inspection of all suitable den habitats and the use of exclusionary devices if occupied dens are identified. Each of the dens would then be excavated by hand and refilled to prevent reoccupation. Exclusion would continue until the badger has been successfully excluded from the site, as determined by a qualified biologist. The results of the survey shall be submitted to the County of Los Angeles and the CDFG within 30 days of completion of the pre-construction surveys. **5.5-5** A habitat management plan for burrowing owl shall be developed for portions of the site supporting suitable habitat for burrowing owl. The plan shall incorporate details of the establishment of artificial burrows within appropriate habitat areas along undeveloped portions of Broad Canyon Wash, if deemed appropriate, or other similar habitats such as embankments above the seasonal pond. At a minimum, the plan shall include the following: • schematic diagrams of artificial burrow designs and a map of potential artificial burrow locations within 100 meters of the banks of Broad Canyon Wash;			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	• a methodology for the eviction and passive relocation of any owls from the impact area to proactively established artificial burrows; • additional project design features to be installed adjacent to track crossings of Broad Canyon Wash to discourage use of the track by burrowing owls for foraging on the track surface or within immediately adjacent areas; • provisions for vegetation management, specifying the maximum allowable vegetative cover adjacent to established artificial burrows and the methodology to be used in maintaining the appropriate cover; • provisions for the exclusion of human entry into areas designated for the establishment of artificial burrows, except under circumstances where human entry is necessary for the maintenance of the mitigation site; • provisions for the management of burrowing owl predators, including measures to discourage roosting of predatory birds such as common raven on racetrack facilities and to exclude mammalian predators such as coyotes, dogs, and cats; and • measures prohibiting the use of rodenticides.			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	5.5-6 To prevent the introduction of Argentine ants and the spread of invasive plants, the applicant shall prepare a landscaping plan prior to the issuance of a grading permit. The plan shall be in compliance with the Drought-Tolerant Landscaping Ordinance and include a plant palette composed of locally indigenous, non-invasive species that are adapted to the conditions found on the project site and that do not require high irrigation rates. Irrigation of perimeter landscaping shall be limited to short-term, temporary drip irrigation and will be minimized to the greatest extent possible. Where required by the Green Building Ordinance, irrigation may be necessary to maintain zoning-required planted trees.	The applicant shall prepare a landscaping plan.	Department of Regional Planning and Public Works	Throughout the life of the project.
The loss of 139.2 acres of wildlife habitat proximal to the sensitive Fairmont Butte would be considered significant as it is used as habitat and forage for numerous special status species that are expected to utilize the region.	**5.5-7** The 85 acres of the project site not proposed for development, south of the racetrack shall be designated as open space and remain undeveloped through a conservation easement. The open space area includes the seasonal pond, rock outcrops, the purple needlegrass grassland, and the southern portion of the site. A habitat management plan, in conjunction with the burrowing owl habitat management plan, shall be developed to preserve the wildlife habitat function of the open space area.	Designation of open space and preparation of a habitat management plan.	Department of Regional Planning and Public Works	Prior to issuance of grading permits.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
Development of the proposed project would introduce nighttime light and glare. Nighttime light can adversely impact resting and foraging behavior and may ultimately impact species composition (inclusive of special status species).	**5.5-8** The applicant shall develop a lighting plan in coordination with a qualified biologist. The lighting plan shall require that all lighting be directed and shielded so that light is not directed into undeveloped habitats surrounding the proposed development area. Mercury vapor and halide lighting shall not be used on the perimeter of developed areas and adjacent to undeveloped space. The lighting plan shall be subject to approval by the Los Angeles County Department of Regional Planning	The applicant shall develop a lighting plan in coordination with a qualified biologist and shall be subject to approval by the Los Angeles County Department of Regional Planning.	Department of Regional Planning and Public Works	Prior to issuance of grading permits.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The proposed project would directly disturb approximately 0.5 acre of the Broad Canyon Wash that is expected to fall under the jurisdiction of the CDFG.	**5.5-9** Prior to the issuance of a grading permit, the applicant shall obtain a Streambed Alteration agreement from the CDFG and comply with all specified mitigation measures contained in that agreement. Although it is expected that the measures contained in the agreement would feasibly mitigate the impact, they cannot be relied upon for CEQA compliance because they have not yet been issued by the resource agency and their exact content is unknown. Therefore, consistent with the requirements of CEQA, the applicant shall also implement **Mitigation Measure 5.5-10** (below). **5.5-10** At a minimum and as expected to be required by the CDFG, the applicant shall create or enhance habitat such that the resulting habitat values are at least equal to those lost as a result of project implementation. Given the acreage of desert wash habitat (6.6 acres) to be preserved on the site, and the disturbed condition of this habitat, opportunities to expand or enhance existing desert wash habitat on the site are available. In order to implement the creation/enhancement of desert wash habitat on site, the applicant shall develop a Desert Wash Creation/Enhancement Plan prior to the issuance of a	The applicant shall obtain a Streambed Alteration agreement from the CDFG and comply with all specified mitigation measures contained in that agreement. The applicant shall develop a Desert Wash Creation/Enhancement Plan prior to the issuance of a grading permit.	CDFG and Department of Regional Planning	Prior to the issuance of a grading permit.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	grading permit. The primary goal of the plan would include the on-site replacement of the equivalent acreage of desert wash affected by the proposed project or measures to enhance the biological value of the desert wash habitat to be preserved on the site. The plan shall specify, at a minimum, the following: (1) the location of creation/enhancement sites; (2) measures to exclude human/vehicle access to the wash; (3) the quantity and species of plants to be planted (if appropriate); (4) a schedule and action plan to maintain and monitor the enhancement/restoration area; (5) a list of criteria (e.g., growth, plant cover, plant/wildlife diversity) and performance standards by which to measure success of the creation/enhancement project; and (6) contingency measures in the event that creation/enhancement efforts are not successful. The plan shall be approved by the CDFG and the County prior to the issuance of grading permits that would impact the wash.			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
The proposed project would result in the loss of 0.3 acre of Joshua tree woodland. One Joshua tree would be removed and an additional three Joshua trees are within 50 feet of the grading boundary and could be adversely affected by construction activities.	**5.5-11** Prior to the issuance of a grading permit, the applicant shall prepare a Joshua tree protection and restoration plan. The primary objective of the plan would be to enhance/restore the condition of the existing on-site Joshua tree woodland. At a minimum, the plan shall include measures to (1) transplant or replace the Joshua tree to be removed; (2) prevent incidental damage to neighboring Joshua trees during construction activities; (3) prevent the ongoing degradation of the woodland from OHV vehicles and other human activities; (4) schedule an action plan to maintain and monitor the enhancement/restoration area; (5) list criteria (e.g., growth, plant cover, plant/wildlife diversity) and performance standards by which to measure success of the creation/enhancement project; and (6) provide contingency measures in the event that creation/enhancement efforts are not successful. The plan shall be approved by the CDFG and the County prior to the issuance of a grading permit.	The applicant shall prepare a Joshua tree protection and restoration plan.	Department of Regional Planning	Prior to the issuance of a grading permit.

Impact	Mitigation Measure		Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
CULTURAL RESOURCES					
Development of the proposed project would occur within the defined boundaries of four prehistoric archaeological sites and cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5.	**5.6-1**	Prior to grading, pursuant to Subsection 21083.2 of the Public Resources Code, the applicant shall conduct a Phase II Archaeological Site Assessment (Phase II ASA) of the four archaeological sites located within the project site. The Phase II ASA shall involve test excavations and determinations of significance on all materials excavated. The Phase II ASA shall be conducted by a licensed archaeologist and shall be completed prior to the issuance of a Grading Permit. Subsequent to the Phase II ASA, the applicant shall excavate those parts of the unique archaeological resource (i.e., the four sites defined above) that would be damaged or destroyed by the project. Resources excavated shall be catalogued and stored at an approved, appropriate historic resource repository.	The applicant shall conduct a Phase II Archaeological Site Assessment (ASA) of the four archaeological sites located within the project site.	Department of Regional Planning	Prior to the issuance of a grading permit.
	5.6-2	A licensed archaeologist and Native American Tribal Monitor shall be present during site preparation and grading.	A licensed archaeologist and Native American Tribal Monitor shall be present during site preparation and grading.	Native American Heritage Commission	During site preparation and grading.
	5.6-3	In the event that archaeological resources are unearthed during project construction, all earth-disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a licensed archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated (i.e., excavated and recorded, if necessary), work in the area may resume.	A licensed archaeologist shall evaluate the nature and significance of any resources unearthed.	Department of Regional Planning	During site preparation and grading.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
No paleontological resources are known to occur on the project site. Should paleontological resources be observed during construction, impacts may occur.	**5.6-4** In the event that paleontological resources are unearthed during project construction, all earth-disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a licensed paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated (i.e., excavated and recorded, if necessary), work in the area may resume.	A licensed paleontologist shall evaluate the nature and significance of any resources unearthed.	Department of Regional Planning	During site preparation and grading.
No human remains are known to occur on the project site. Should human remains be observed during construction, impacts may occur.	**5.6-5** In the event that human remains are unearthed during project construction, all earth-disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a licensed archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated (i.e., excavated and recorded, if necessary), work in the area may resume. **5.6-6** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).	A licensed archaeologist shall evaluate the nature and significance of any resources unearthed.	Department of Regional Planning	During site preparation and grading.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
VISUAL RESOURCES				
Project improvements would contribute to an incremental change in the character of the site and surrounding area. However, no project element occurs within, or interrupts vistas of portions of the site defined as a scenic corridor, the project does not impact existing developments or vantage points and would not be considered highly visible to the primary viewing audience (occurring as motorists on the adjacent Highway 138 - Avenue D).	**5.7-1** All structures shall be required to be painted earth tone colors of the local area in an effort to blend in to the surroundings.	All structures shall be required to be painted earth tone colors of the local area in an effort to blend in to the surroundings.	Department of Regional Planning	Throughout the life of the project.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
POLICE SERVICE				
Construction and operation of the proposed project occurs in a rural area. Response times to the project site are not within optimal standards as defined by the County of Los Angeles Sheriff's Department. The department anticipates response times to the project to be approximately 16 minutes for emergency calls and approximately 106 minutes for routine calls. In response the applicant proposed use of a private security service during racing events that occur on weekends (defined as Friday through Sunday).	**5.10-1** The applicant shall be required to provide a fair-share contribution toward the cost of providing an additional law enforcement service in compliance with Chapter 22.74 Law Enforcement Facilities Fee, for the Gorman Zone, of the Los Angeles County Zoning Code. The amount of the contribution shall be determined by the applicable fee at the time application is made for building permit.	The applicant shall be required to provide a fair-share contribution toward the cost of providing an additional law enforcement service.	Department of Regional Planning, Los Angeles County Sherriff's Department	At the time of application for a building permit.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
WATER SERVICE				
Construction and operation of the proposed project occurs in an area that is not served via an existing network of water mains and is in the early stages of adjudication. Calculations indicate that the project would utilize approximately 49.2 acre-feet per year of water. Water for the project would be derived from a private well and would be stored in a 160,000-gallon storage tank, the use of which would be limited to supplying potable and irrigation water. In response to state requirements, the project proposes use of a state certified water system operator. Water system requirements and plans for the project site are described in detail in **Appendix 5.11**.	**5.11-1** The water supply system proposed is defined as a Non-Transient, Non-Community, Public Water System per the California Waterworks Standards (CWS) California Code of Regulations, Title 22, Division 4, Section 64555-23. As such, prior to project operation, the water system shall be required to comply with all relevant aspects of the CWS, Los Angeles County Code, the Los Angeles County Department of Public Health, Bureau of Environmental Protection (BEP) and the California Department of Health Services (DHS). In addition, the project would be required to meet all water quality requirements set by the CA SDWA as administered by DHS and BEP. **5.11-2** Prior to project operation, the applicant shall demonstrate that the proposed water supply system complies with all relevant aspects of the CWS, Los Angeles County Code, Los Angles County BEP and California DHS during project construction and operation. **5.11-3** Prior to project operation, the applicant shall demonstrate that the proposed water supply system meets all water quality requirements set by the CA SDWA. **5.11-4** Prior to project operation, a Los Angeles County Building Permit shall be obtained for the proposed water system prior to its construction.	The water system shall be required to comply with all relevant aspects of the CWS, Los Angeles County Code, the Los Angeles County Department of Public Health, Bureau of Environmental Protection (BEP) and the California Department of Health Services (DHS). In addition, the project would be required to meet all water quality requirements set by the CA SDWA as administered by DHS and BEP.	Department of Regional Planning, Department of Public Works, Department of Public Health and Building and Safety	Prior to operation.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	5.11-5 Prior to issuance of a project grading permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and approved by the RWQCBLR.	A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and approved by the RWQCBLR.	RWQCBLR	Prior to issuance of a grading permit.
	5.11-6 Prior to project operation, a discharge permit for the disposal of flush water during initial well operation shall be obtained from the RWQCBLR.	A discharge permit for the disposal of flush water during initial well operation shall be obtained from the RWQCBLR.	RWQCBLR	Prior to project operation.
	5.11-7 Prior to project operation, a permit shall be obtained from the Los Angeles County BEP and the California DHS in order to operate a domestic water system.	A permit shall be obtained from the Los Angeles County BEP and the California DHS in order to operate a domestic water system.	Los Angeles County BEP and the California DHS	Prior to project operation.
	5.11-8 Prior to project operation, a permit from the South Coast Air Quality Management District (SCAQMD) shall be obtained for the stationary diesel engine that would be required to drive an emergency generator.	A permit from the South Coast Air Quality Management District (SCAQMD) shall be obtained.	South Coast Air Quality Management District	Prior to project operation.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
SOLID WASTE SERVICE				
As proposed, the project would generate a maximum of approximately 720 cubic yards of solid waste that would be disposed of, via private haulers, at landfills that occur in the project area. As defined by Los Angeles County, hazardous waste management facilities in the County are inadequate and adequate landfill beyond 2017 has not been approved.	**5.12-1** Consistent with Title 20, Chapter 20.87 of the Los Angeles County Code, the project proponent shall provide a Recycling and Reuse Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Documentation of this recycling program will be provided to the LACDPW, prior to the issuance of the Grading Permit.	The applicant shall submit a Recycling and Reuse Plan.	Department of Public Works	Prior to issuance of demolition and grading permits.
	5.12-2. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Fairmont Butte Motorsports Park project applicant. This plan shall be reviewed and approved by the LACDPW. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles SRRE. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.	The applicant shall submit a solid waste management plan.	Department of Public Works	Prior to issuance of demolition and grading permits.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
	5.12-3 The Fairmont Butte Motorsports Park project applicant shall arrange with a hazardous materials hauling company for materials collection and transport to an appropriate disposal or treatment facility located outside of Los Angeles County.	The applicant shall arrange with a hazardous materials hauling company	Department of Public Works	Prior to issuance of demolition and grading permits, and during operation.